SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Sunday, May 24th, 1908, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only, and not intended for the use of the public

The Company reserves the right to vary from this time table at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

RATING OF LOCOMOTIVES.

To find maximum load that can be hauled at ten miles per hour on ruling grade between two stations, multiply rating for through freights by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed in train, which must not be exceeded.

RED BLUFF AND DUNSMUIR

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Hooker	1.15	1.00	Anderson and Girvan	2.20	1.30	Middle Creek and Keswick	2.30	1.20	Copley and Kennet	2.28	3.20	Elmore and Gibson	1.22	F
Hooker and Cottonwood	5.60	1.00	Girvan and Redding	1.68	1.30	Keswick and Central Mine	1.90	F	Kennet and Morley	1.28	2.50	Gibson and Dunsmuir	1.00	F
Cottonwood and Anderson	1.80	1.06	Redding and Middle Creek	2.70	1.20	Central Mine and Copley	1.90	3.00	Morley and Elmore	1.28	4.00			

DUNSMUIR AND ASHLAND

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Ashland and Clawson	F	1.46	Cole and Zuleka	1.00	1.75	Ager and Snowdon	2.92	1.75	Gazelle and Edgewood	3.85	2.92	Dietz and Upton	2.14	5.25
Clawson and Siskiyou	F	1.00	Zuleka and Hornbrook	1.00	F	Snowdon and Montague	2.92	5.35	Edgewood and Igerna	F	1.46	Upton and Azalea	2.14	F
Siskiyou and Gregory	1.00	2.43	Hornbrook and Klamathon	3.25	7.00	Montague and Grenada	3.94	4.28	Igerna and Black Butte	F	1.46	Azalea and Dunsmuir	1.46	F
Gregory and Cole	1.00	F	Klamathon and Ager	F	1.95	Grenada and Gazelle	F	3.25	Black Butte and Dietz	2.14	14.20			

In M's of 1000 pounds between tender and caboose.

CLASS.	ENGINE NUMBER.	Boiler Pressure	Red Bluff to Dunsmuir	Dunsmuir to Red Bluff	Hornbrook and Ashland	Edgewood and Hornbrook	Dunsmuir and Edgewood
E—69 18/24 65	1382, 1384, 1388, 1398, 1399	160	730	1220			
E—69 18/26 73	1459 to 1462	150	605	1020			
E—63 17/24 52	1307, 1324						
E—63 17/24 50	1302	150	600	1000			
E—63 17/24 48	1356, 1359	140	565	950			
E—63 17/24 56	1369	140	605	1020			
E—63 16/24 48	1500	140	520	890			
T—63 20/26 112	2235 to 2273	180	1295	2095	400	700	584
T—63 18/30 78	2187, 2190	145	920	1500			
T—57 18/30 79	2197	145	970	1570			
T—57 18/24 87	2174 to 2183	160	925	1515			
T—57 18/24 83	2154 to 2163	160	930	1520			
T—57 18/24 86	2134 to 2153	160	925	1515			
T—57 18/24 73	2096	150	860	1410			
T—63 18/24 81	2027, 2028	140	720	1185			
T—57 18/24 67	2067, 2072, 2080	140	790	1295			
T—57 18/24 64	2036	140	800	1315			
T—63 24/28 144	2301 to 2310	200	1700	2655	515	1775	1000
M—63 20/28 126	1615 to 1719	190	1480	2380	465		
C—57 23–35/34 177	2612 to 2623	220			710		
C—57 22/30 180	2624 to 2679	200	2000	3130	690	2150	1007
C—57 22/30 178	2680 to 2693						
C—57 22/30 187	2513 to 2599, 2752 to 2799						
C—57 22/30 184	2694 to 2751	200	2000	3115	675	2150	1007
TW—55 22/26 147	2900 to 2913	180	1800	2880	590	1830	861
TW—51 20–30/26 118	2946 to 2953	170	1100	1800	320		
TW—51 20–29/26 120	2932 to 2944	180	1130	1845	335		
TW—57 20/30 114	2926	160	1345	2175	415		
TW—57 20/30 122	2927						
TW—57 20/30 120	2925	160	1190	1935	355		
C—51 19/30 108	2500, 2501	150			365	1175	533
C—51 19/30 101	2502 to 2506						
C—51 19/30 96	2507 to 2512	150			360	1155	520
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS.	Less than 40 M's		3	3	3	6	3
	40 to 50 M's		0	0	0	0	0
	More than 50 M's		0	0	0	0	0
H-1 means that Helper has same power as Road Engine.					If helper used, add engine rating.		If helper used, add engine rating.
H-75 means ¾-power Road Engine.							

LIST OF SURGEONS—HOSPITAL DEPARTMENT.

NAME	TITLE	LOCATION	DISTRICT
Dr. H. Cross	District Surgeon	Dunsmuir	Between Castella and Mott.
Dr. G. W. Burk	District Surgeon	Sisson	Between Mott and Weed.
Dr. E. E. Thompson	District Surgeon	Sisson	Between Mott and Weed.
Drs. W. E. & F. H. Tebbe	District Surgeons	Weed	Between Black Butte & Edgewood and C.& N. E. Branch.
Dr. H. W. Smith	District Surgeon	Edgewood	Between Weed and Gazelle.
Dr. G. W. Dwinnell	District Surgeon	Montague	Between Gazelle & Hornbrook.
Dr. J. S. Parsons	District Surgeon	Ashland	Between Hornbrook and Ashland.
Dr. John Fife	District Surgeon	Red Bluff	Between Proberta and Cottonwood
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. J. H. Soothill	District Surgeon	Anderson	Between Cottonwood & Girvan
Dr. O. J. Lawry	District Surgeon	Redding	Between Girvan and Copley.
Dr. G. W. Sevenman	Emergency Surgeon	Keswick	
Drs. Teass & Stanholdt	District Surgeons	Kennet	Between Copley and Delta.
Dr. E. J. Cornish	District Surgeon	Lamoine	Between Delta and Castella.
Dr. C. E. Thompson	District Surgeon	Dunsmuir	Between Castella and Mott.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospital located at Dunsmuir.

Length of sidings in feet and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS 228 Way Freight Leave Daily	SECOND CLASS 222 Portland Fast Freight Leave Daily	FIRST CLASS 14 Portland Express Leave Daily	36 Dunsmuir Passenger Leave Daily	16 Oregon Express Leave Daily	Flagging distance expressed in number of telegraph poles. Danger Point	Caution Point	Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville	Time Table No. 3 May 24, 1908 STATIONS	Distance from Dunsmuir	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles. Danger Point	Caution Point	FIRST CLASS 35 Dunsmuir Passenger Arrive Daily	15 California Express Arrive Daily	13 San Francisco Express Arrive Daily	SECOND CLASS 221 Portland Fast Freight Arrive Daily	THIRD CLASS 227 Way Freight Arrive Daily	Train-order Office Hours
14,365Term.yd WFTO	**4.10**AM	5.30PM	10.30PM	4.40PM	**5.40**AM				224.75	DNR **RED BLUFF**	98.68				10.20AM	12.05AM	**4.10**AM	**5.35**AM	4.30PM	24 hours
1,652								10	225.70	0.95 STAND. OIL CO. No. 1 4.67 (Spur)	97.73	15								
3,005	4.30	6.00	10.45	f 4.52	5.52	7	15		230.37	3.23 BLUNT	93.06				f 10.05	11.52PM	3.53	5.10	4.05	
474								8	233.60	IVREA (Spur) 1.45	89.83	12								
2,871	**4.50**	6.25	10.58	f 5.03	6.03				235.05	HOOKER 6.74	88.38				f 9.55	11.40	3.39	**4.50**	3.45	
4,949 W	5.20	7.00	s **11.22**	s 5.15	s 6.15			11	241.79	N COTTONWOOD 6.70	81.64	16			s 9.40	s **11.22**	s 3.20	4.00	3.00	6.00 PM to 6.00 AM
8,088	6.00	7.25	s 11.35	s 5.30	s 6.28			11	248.49	D **ANDERSON** 2.22	74.94	16			s 9.25	s 11.10	s 3.00	3.30	2.30	6.00 AM to 6.00 PM
1,361						14	18	11	250.71	ANDERSON BRICKYARD 4.03	72.72	17								
2,919	6.20	7.55	11.48PM	f 5.43	6.40				254.74	GIRVAN 3.89	68.69				f 9.10	10.57	2.40	3.00	1.50	
301									258.63	CAL. POWDER WORKS 0.30 (Spur)	64.80									
318								8	258.93	STAND. OIL CO. No. 2 0.70 (Spur)	64.50	12								
5,917 WT	**6.55**	8.20	s 12.01AM	s 6.00	s **6.55**				259.63	DN **REDDING** 2.73	63.80				s 9.00	s 10.45	s **2.25**	**2.35** **2.10**	1.30	24 hours
1,461	7.20	8.35	12.07	f 6.08	7.03			6	262.36	MIDDLE CREEK 2.90	61.07	8			f 8.50	10.38	2.14	1.50	12.45	
5,016	7.50	8.50	s 12.15	s 6.18	s 7.12			6	265.26	D **KESWICK** 2.00	58.17	9			s 8.40	s 10.29	s 2.07	1.30	12.30	6.00 AM to 6.00 PM
1,094	8.00	9.00	12.20	f 6.23	7.17			4	267.26	CENTRAL MINE 0.24	56.17	6			f 8.32	10.21	f 2.01	1.13	12.15	
600								4	267.50	CUARGO 1.83	55.93	6								
2,676 W	**8.25**	9.15	12.25	f 6.28	7.27				269.33	COPLEY 3.26	54.10				f **8.25**	10.15	f 1.55	1.00	12.01PM	
1,400	8.50	9.30	s **12.35**	s 6.36	s 7.39			8	272.59	D **CORAM** 4.39	50.84	11			s 8.15	s 10.05	s 1.42	**12.35**	11.30AM	7.00 AM to 7.00 PM
9,333	9.35	**9.53**	s 12.45	s 6.51	s **7.52**			8	276.98	DN **KENNET** 3.02	46.45	12			s **7.52**	s **9.53**	s 1.32	12.10AM	11.00	24 hours
1,714	9.55	10.05	12.53	f 6.59	f 8.00			7	280.00	**PITT** 1.52	43.43	9			f 7.40	9.39	f 1.22	11.55PM	10.25	
3,642 W	**10.10**	10.12	12.57	f 7.04	8.04			3	281.52	MORLEY 3.65	41.91	5			f 7.35	9.35	f 1.17	11.50	**10.10**	
2,395	10.25	10.25	**1.07**	f 7.15	f 8.14			9	285.17	ELMORE 6.68	38.26	13			f 7.20	9.20	f **1.07**	11.35	9.50	
682				f				15	291.85	ANTLER 0.60	31.58	22			f		f			
2,828	10.55	**11.00**	1.25	7.32	8.30	7	10		292.45	N SMITHSON 5.66	30.98				f 7.00	9.00	f 12.49	**11.00**	9.20	8.30 PM to 8.30 AM
2,663 W	11.25	11.30	s 1.45	s 7.50	s **8.45**			13	298.11	D DELTA 3.57	25.32	19			s 6.45	s 8.43	s 12.35	10.30	**8.45**	8.30 AM to 8.30 PM
3,358	11.55AM	11.50PM	f 1.55	s 8.00	s 9.00			8	301.68	LAMOINE 3.65	21.75	11			s 6.33	s 8.30	f 12.25	10.05	8.15	
2,868 T	12.15PM	**12.15**AM	2.05	f **8.15**	9.10			8	305.33	GIBSON 5.60	18.10	12			f 6.23	**8.15**	**12.15**AM	9.45	7.45	
3,438 W	12.45	1.15	2.20	f 8.32	f 9.33			13	310.93	SIMS 2.20	12.50	19			f 6.10	f 7.55	f 11.59PM	9.20	7.23	
690				f				8	313.13	FLUME (Spur) 1.04	10.30	12			f					
1,262	1.00	1.50	2.30	f 8.42	9.43				314.17	CONANT 1.08	9.26				f 6.00	7.40	f 11.50	9.05	7.03	
470								5	315.25	REVERE (Spur) 1.38	8.18	7								
3,291	1.15	2.15	f 2.37	s **8.52**	f 9.52				316.63	D CASTELLA 0.87	6.80				s 5.52	f 7.30	s 11.44	**8.52**	6.55	9.00 AM to 9.00 PM
440									317.50	DIRIGO (Spur) 0.33	5.93									
305					f			7	317.83	CASTLE ROCK (Spur) 1.70	5.60	10			f	f				
3,630	1.30	**2.44**	**2.44**	f 9.00	f 10.05				319.53	CASTLE CRAG 2.30	3.90				f 5.42	f 7.18	f 11.36	8.30	6.42	
5,089	1.45	3.05	2.50	f 9.05	10.14			5	321.83	NUTGLADE 1.60	1.60	7			f 5.35	7.09	11.30	8.20	6.35	
7,672Term.y'd WFTO	2.10PM	3.15AM	2.55AM	9.15PM	10.20AM			4	323.43	DNR **DUNSMUIR**	0.00	6			5.30AM	7.05PM	11.25PM	8.15PM	6.30AM	24 hours
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(98.68)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(10.00)	(9.45)	(4.25)	(4.35)	(4.40)					Time over District					(4.50)	(5.00)	(4.45)	(9.20)	(10.00)	
	9.86	10.44	23.21	22.68	21.15					Average speed per hour					21.92	19.54	22.17	10.70	9.86	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Light extras, westward, when so designated in train orders, will take siding for eastward extras, including light extras. Emergency water supply at Castella and Tunnel 6.

TRAINS WILL STOP AS FOLLOWS:
Trains Nos. 35 and 36 on signal at Sweet Briar and Chromite and Buckeye.

Eastward. **SUBDIVISION: Dunsmuir and Ashland.** Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS 228 Way Freight Leave Daily	SECOND CLASS 222 Portland Fast Freight Leave Daily	FIRST CLASS 16 Oregon Express Leave Daily	FIRST CLASS 14 Portland Express Leave Daily	Flagging distance expressed in number of telegraph poles. Danger Point	Flagging distance expressed in number of telegraph poles. Caution Point	Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville	Time Table No. 3 May 24, 1908 STATIONS	Distance from Hornbrook	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles. Danger Point	Flagging distance expressed in number of telegraph poles. Caution Point	FIRST CLASS 15 California Express Arrive Daily	FIRST CLASS 13 SanFrancisco Express Arrive Daily	SECOND CLASS 221 Portland Fast Freight Arrive Daily	THIRD CLASS 227 Way Freight Arrive Daily	Train Order Office Hours
7,672 Term. Y'd WFTO	5.00 AM	4.00 AM	10.30 AM	3.05 AM				323.43	DNR **DUNSMUIR**	71.10				6.50 PM	11.10 PM	6.00 PM	3.45 PM	24 hours
	No Siding	No Siding	f 10.35	f 3.10				324.53	1.10 UPPER SODA SPRINGS	70.00				6.40	f 11.05	No Siding	No Siding	
	No Siding	No Siding	f 10.38	f 3.13			12	325.23	0.70 SHASTA RETREAT	69.30	15			f 6.38	f 11.03	No Siding	No Siding	
600			10.45 10.55	s 3.20				326.83	1.60 † SHASTA SPRINGS	67.70				6.30 6.20	f 10.58			
1,900	5.20	4.20	10.57	3.22				327.26	0.43 SMALL	67.27				6.15	10.56	5.35	3.25	
1,940	5.40	4.40	f 11.02	3.30			5	329.03	1.77 CANTARA	65.50	7			f 6.05	10.50	5.25	3.15	
3,773	6.00	5.05	f 11.17	f 3.45			11	332.73	3.70 MOTT	61.80	13			f 5.45	10.35	5.05	3.00	
3,998	6.10	5.20	11.25	3.52	5	9	5	334.93	2.20 AZALEA	59.60	6	15	20	5.32	10.27	4.55	2.45	
660								336.53	1.60 PIONEER (Spur)	58.00								
2,490							7	336.93	0.40 BARNARD (Spur)	57.60	9							
3,723 YW	6.50	5.45	s 11.38	s 4.05				338.13	1.20 W. & S. Lumber Co. Crossing DN **SISSON**	56.40				s 5.18	s 10.15	4.40	2.30	24 hours
6,666	7.00	6.00	11.45	f 4.13			5	340.53	2.40 UPTON	54.00	7			5.06	f 10.00	4.25	1.55	
8,358 Y	7.12	6.25	f 11.54 AM	f 4.23			7	343.80	3.27 DIETZ	50.73	10			4.56	f 9.52	4.05	1.40	
1,459 T	7.20	6.30	12.01 PM	4.31			3	845.43	1.63 BLACK BUTTE	49.10	4			4.50	9.48	3.55	1.30	
316							4	346.23	0.80 DALE (Spur)	48.30	6							
5,320	7.32	6.40	f 12.06	4.36				347.23	1.00 IGERNA	47.30				f 4.40	f 9.40	3.45	1.20	
1,146							5	347.88	0.65 COGGINS (Spur)	46.65	7							
6,805	8.00	6.55	s 12.15	s 4.45				349.72	1.84 DNR **WEED**	44.81		10	15	s 4.30	s 9.30	3.30	1.05	24 hours
4,992 WFT	8.25	7.25	s **12.30**	s 5.00			12	354.93	5.21 D EDGEWOOD	39.60	18			s 4.05	s 9.05	3.00	**12.30**	7.00 AM to 7.00 PM
4,881	9.00	7.50	s 12.45	s 5.12			10	362.43	7.50 D GAZELLE	32.10	22			s 3.45	s 8.45	2.25	12.01 PM	7.00 AM to 7.00 PM
990							11	363.33	0.90 TAMPA (Spur)	31.20	16							
2,920	9.20	8.15	12.58	f 5.25	11	15		370.53	7.20 GRENADA	24.00	13	11	15	3.25	f 8.25	2.00	11.25 AM	
7,617 W	10.10	8.40	s 1.10	s 5.36			8	376.93	6.40 DN **MONTAGUE**	17.60	11			s 3.10	s 8.10	1.40	11.10	24 hours
4,065 Y	**10.35**	9.00	f **1.20**	5.45			7	382.23	5.30 SNOWDON	12.30	15			2.55	f 7.50	**1.20**	**10.35**	
2,496	11.00	9.25	s 1.30	f 5.56			10	387.43	5.20 D AGER	7.10	13	5	9	2.35	s 7.30	12.45	10.15	8.00 AM to 8.00 PM
1,618	11.15	9.35	s 1.37	f 6.04			9	389.84	2.41 **THRALL**	4.69				s 2.25	f 7.20	12.30	10.00	
2,563	11.25	**9.45**	1.43	f 6.11				391.93	2.09 KLAMATHON	2.60	7	11	15	2.17	f 7.12	12.20	**9.45**	
9,640 WFT	11.35 AM	10.00 AM	1.50 PM	6.20 AM			5	394.53	2.60 DNR **HORNBROOK**	0.00				2.10 PM	7.05 PM	12.10 PM	9.30 AM	24 hours
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(71.10)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(6.35)	(6.05)	(3.20)	(3.15)					Time over District					(4.35)	(4.05)	(5.50)	(6.15)	
	11.17	11.75	22.21	22.57					Average speed per hour					16.34	17.50	12.92	11.45	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance cards before leaving Hornbrook.

Water supply: 3-4 mile east of Cantara.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

† The time of passenger trains at Shasta Springs is at the mineral spring and not at the siding.

Weed is registering station for Branch Line trains only.

Length of sidings in feet and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS 228 Way Freight Leave Daily	SECOND CLASS 222 Portland Fast Freight Leave Daily	FIRST CLASS 16 Oregon Express Leave Daily	FIRST CLASS 14 Portland Express Leave Daily	Flagging distance expressed in number of telegraph poles. Danger Point	Flagging distance expressed in number of telegraph poles. Caution Point	Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Marysville	Time Table No. 3 May 24, 1908 STATIONS	Distance from Ashland	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of telegraph poles. Danger Point	Flagging distance expressed in number of telegraph poles. Caution Point	FIRST CLASS 15 California Express Arrive Daily	FIRST CLASS 13 San Francisco Express Arrive Daily	SECOND CLASS 221 Portland Fast Freight Arrive Daily	THIRD CLASS 227 Way Freight Arrive Daily	Train-order Office Hours
9,640 WFT	**11.55**AM	10.35AM	**2.00**PM	6.30AM				394.53	DNR **HORNBROOK**	36.01				**2.00**PM	6.55PM	**11.45**AM	9.00AM	24 hours
2,240	12.20PM	**11.15**	2.15	f 6.45			13	398.93	ZULEKA 2.52	31.61	15			1.40	6.38	**11.15**	8.35	
480					15	20		401.45	BAILEY (Spur) 1.85	29.09								
1,152				f			14	403.30	HILT (Spur) 1.03	27.24	20				f			
2,120	**1.20**	11.40AM	s 2.35	f 7.05				404.33	COLE 4.60	26.21				s **1.20**	f 6.20	10.45	7.55	
2,527	1.50	12.05PM	2.55	**7.25**			14	408.93	GREGORY 1.60	21.61	18	15	20	1.00	6.03	10.15	**7.25**	
	No Siding	No Siding	f 3.05	f 7.35				410.53	COLESTIN 0.77	20.01	12			f 12.55	f 5.57	No Siding	No Siding	
2,764	2.05	12.20	3.15	7.44	15	10	9	411.30	WHITE POINT 2.23	19.24				12.52	5.52	9.50	6.55	
3,586 T	2.20	**12.45**	s 3.25	s 7.55			5	413.53	DN SISKIYOU 3.60	17.01	7			s **12.45**	s 5.45	9.35	6.45	24 hours
2,359	2.35	1.10	3.40	8.10			13	417.13	WALL CREEK 3.70	13.41	17			12.25	5.20	9.00	6.10	
2,183 W	3.00	1.35	4.00	s **8.25**			11	420.83	STEINMAN 3.90	9.71	13			12.05PM	s 5.00	**8.25**	5.50	
3,833	3.20	2.00	4.15	f 8.40			12	424.73	AYERS 1.10	5.81	16			11.50AM	f 4.30	7.45	5.20	
1,678	3.26	2.05	**4.25** Foot-note	8.43	20	15	3	425.83	CLAWSON 4.71	4.71	4	10	15	11.47	**4.25** Foot-note	7.40	5.15	
14,737Term.Y'd WFT	3.45PM	2.35PM	4.35PM	9.05AM			9	430.54	DNR **ASHLAND**	0.00	13			11.35AM	4.15PM	7.15AM	5.00AM	24 hours
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(36.01)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(3.50) 9.36	(4.00) 9.00	(2.35) 13.95	(2.35) 13.9o	..... Time over District ..... Average speed per hour									(2.25) 14.89	(2.40) 13.51	(4.30) 8.00	(4.00) 9.00	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance cards before leaving Hornbrook.

Water supply : 1 mile east of Cole and 1 mile west of Siskiyou.

Light extras, westward, when so designated in train orders, will take siding for eastward extras, including light extras.

When trains Nos. 13 and 16 meet at Clawson, No. 13 will take siding.

Freight trains descending grade between Siskiyou and Clawson must not exceed 12 miles per hour and descending grade between Clawson and Ashland must not exceed 15 miles per hour.

Eastward.

SUBDIVISION: Weed and Dorris.

Westward.

Length of sidings in feet, and location of Scales, Fuel Water, and Turning Stations.								SECOND CLASS 226 Mixed Leave Daily	Distance from San Francisco	Time Table No. 3 May 24, 1908 STATIONS	Distance from Weed	SECOND CLASS 225 Mixed Arrive Daily						Train-order Office Hours
WY 5,805								12.30PM	349.72	DNR **WEED**	0.00	11.30AM						24 hours
										3.00								
707								f 12.40	352.72	EVANS (Spur)	3.00	f 11.18						
										2.30								
1,647								f 12.48	355.02	SEGER	5.30	f 11.10						
										6.80								
1,948								f 1.08	361.82	DELANEY	12.10	f 10.45						
										2.40								
900									364.32	HOEY (Spur)	14.50							
										2.90								
1,676								f 1.25	367.12	MORRISON	17.40	f 10.25						
										3.30								
Y 2,475								f 1.35	370.42	SWANSTON	20.70	f 10.15						
										4.00								
WT 5,802								s 1.50	374.42	GRASS LAKE	24.70	s 10.00						
										2.48								
Y									376.90	ABNER (Wye)	27.18							
										2.12								
3,519								f 2.01	379.02	ERICKSON	29.31	f 9.50						
										4.00								
3,609								f 2.11	383.02	PENOYAR	33.31	f 9.40						
										4.80								
W 8,479								s 2.25	387.82	BRAY	38.10	s 9.25						7.00 AM to 7.00 PM
										4.10								
3,194								f 2.40	391.92	KEGG	42.20	f 9.10						
										4.00								
3,200								f 2.52	395.92	JEROME	46.20	f 8.58						
										4.00								
3,245								s 3.05	399.92	MT. HEBRON	50.20	s 8.45						
										2.70								
5,400								s 3.15	402.62	MACDOEL	52.90	s 8.35						
										1.60								
3,600								f 3.20	404.22	SOMERSET	54.50	f 8.30						
										4.40								
3,600								f 3.35	408.62	MAY	58.90	f 8.15						
										4.30								
								3.50PM	412.92	DR **DORRIS**	63.20	8.00AM						7.00 AM to 7.00 PM
								Arrive Daily		(63.20)		Leave Daily						
								(3.20)		..... Time over District		(3 30)						
								19.00		..... Average speed per hour		18.08						

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Westward trains stop 5 minutes at mile post 11, for inspection.

Light extras, westward, when so designated in train orders, will take siding for eastward extras, including light extras.